



**When you're
here...**



SINGLE-MINDED ABOUT SAFETY:

ATC-610

PERSONAL FLIGHT SIMULATOR WITH FULL IFR CAPABILITY



- Attractively priced for individual ownership
- Requires no fuel—builds, maintains proficiency at lowest possible cost
- Sold and serviced by factory-trained and authorized distributors worldwide

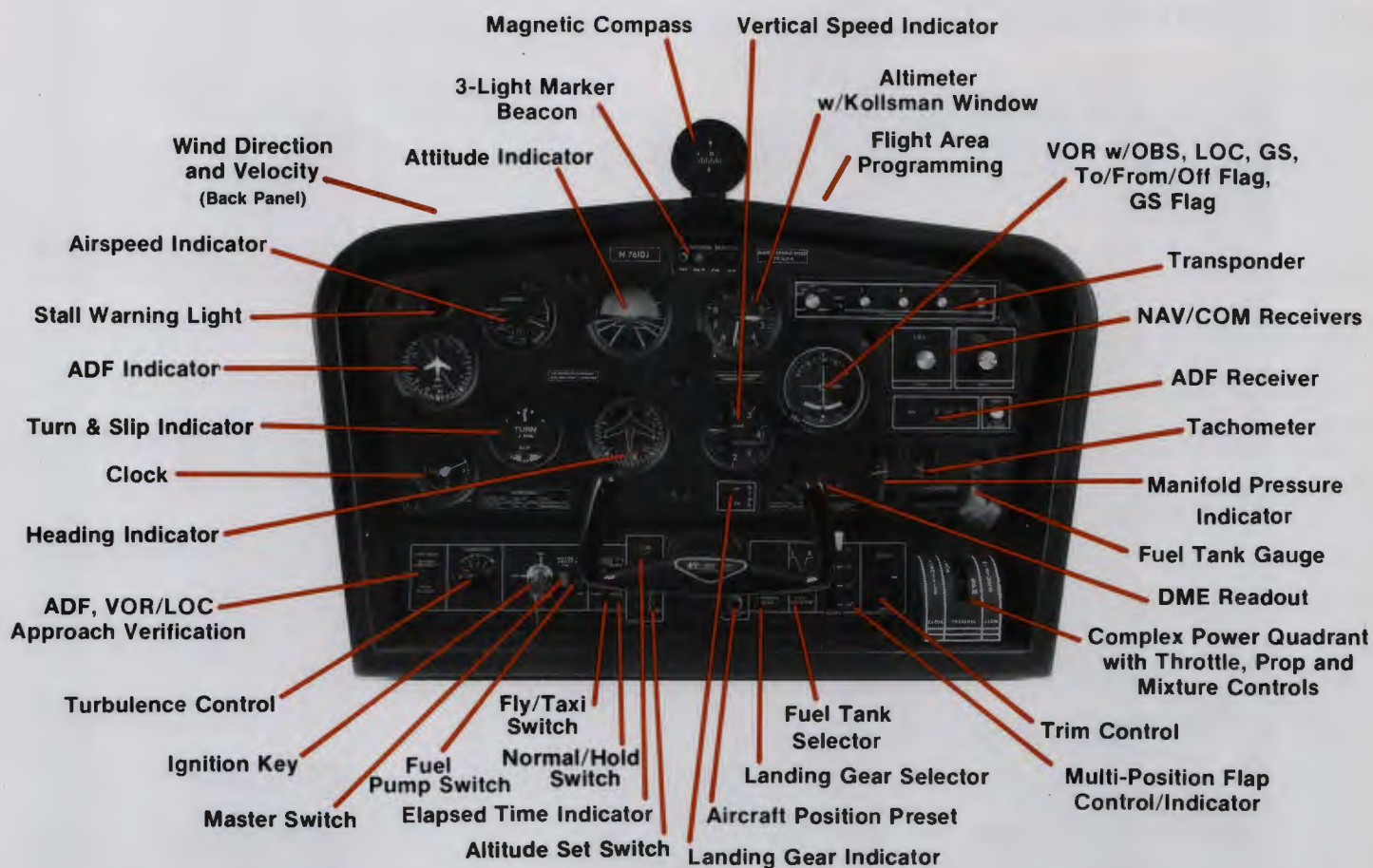
REALISTIC! The ATC-610 is the most advanced, most sophisticated personal flight simulator available today.

PROFICIENCY

The new ATC-610 includes full VOR/DME/ADF/ILS simulator capabilities and position preset—all as standard features! Plus, a host of valuable optional features including Monitor I communications module, RMI, ILS/DME, digital DME, marker audio and flight plotter. It's the safest, most convenient and most economical way for both weekend pilot and seasoned pro to maintain IFR proficiency. With the ATC-610, pilots can—

- Fly true-to-life VOR with six stations to work from
- Practice DME arcs and step-down fixes
- Fly any front or back localizer course
- Navigate by any of 225 ADF stations
- Make full ILS approaches with marker beacon and compass locators
- Solve realistic VOR orientation problems
- Practice VOR procedure turns, intersection holds
- Simulator always knows where it is in relation to the selected nav aids. No resets necessary
- Verify positions by cross-checking VORs, ADF bearings
- Choose to use only one transponder code for an entire flight
- Verify remote ADF, VOR and LOC approaches
- Introduce winds of 0 to 50 knots from one of 12 directions. Practice bracketing and true ground speed computations
- Use the realistic Flight Assignments provided or practice flying routes frequently used in the area
- Experience the same control and instrument responses—including nominal gyro precession—as in the cockpit
- Compensate with rudder for the normal torque effect of P factor
- Elect to cope with any degree of turbulence from none to extreme
- Practice realistic fuel management procedures
- Freeze the geographic position of the simulator in flight. Review errors or preview the procedure that's about to occur, correct heading, altitude or course deviations without beginning over again
- Employ Position Set Control feature to immediately place simulator at a geographic position. Allows for repetitive IFR procedures to be accomplished without flying to a starting point. Allows pilot to shoot up to 15 approaches per hour
- Employ altitude set control to instantly obtain desired field elevation or correct altitude deviations
- Use taxi mode to get into position and hold
- Record responses to flight assignment instructions via Monitor I for later review

HEART OF THE ATC-610 SYSTEM



FLIES LIKE AN ACTUAL AIRCRAFT

Users gain a highly realistic experience in full IFR enroute and approach navigation. Along with VOR, the 610 has the same DME, ADF and ILS capabilities as any well-equipped aircraft. Experienced pilots feel at home with throttle, prop and mixture controls of the complex power quadrant; retractable gear control and indicator lights; multi-position flap control; pitch trim control; control wheel and rudder pedals. Fuel gauges, tank selector, manifold pressure and RPM indicators respond as in an actual aircraft. The basic T layout of instruments includes altimeter with barometric setting, an hour meter and ignition key. Selectors provide inputs for turbulence, wind direction and velocity.



MONITOR I COMM MODULE

One of our most popular optional features! For individual use, one tape deck plays a Flight Assignment. Activating the push-to-talk button records pilot response and instructor/student communications for post-flight review.

RUDDER PEDAL ASSEMBLY

This important standard feature of the 610 permits coordination of flight maneuvers, compensation for P factor.





ATC FLITEWARE

Standard with the 610 is Vol. #1 of Series 3 which contains six audio cassettes, including four complete cross-country flights. Vol. #1 also contains a complete Owner's Manual detailing the operational functions of the simulator. All the necessary enroute charts, approach plates and flight logs are contained in one attractive package.

Vol. #1A—Challenging and sophisticated, Vol. 1A is a necessary ingredient in your pilot training program. Because Vol. 1A is keyed to the Vol. 1 program board, there's no need to buy another board to boost pilot skills. This advanced-level tape series builds on the Vol. 1 tapes to further expand the capabilities of the 610. Vol. 1A enhances your training with a whole new menu of problems like missed approaches and diversions to other airports. There are more cross-countries than Vol. 1, and wind is programmed in. This six-tape series fine-tunes IFR skills—it's a "must-have" for the serious pilot.

Vol. #2—Chicago Area. Perfect for pilots who live in the Midwest. Contains all necessary enroute charts, approach plates, flight logs and plug-in board for the Chicago area. Six comprehensive cross-country flights insert the pilot into the Air Traffic Control Environment. Flights include go-arounds, weather induced diversions to alternate airports, DME arcs, back course approaches, holding patterns, traffic reports and other real world problems.

Vol. #3—Los Angeles Area. A must for the West Coast based pilot. Fly in the area where general aviation traffic is the heaviest in the world. Contains all the neces-

sary enroute charts, approach plates, flight logs and plug-in board. Flights contain VOR/DME intersection holding patterns, localizer holding patterns, missed approaches, diversions, ILS, VOR and ADF approaches. Everything the West Coast pilot would encounter in IFR flight.

Coordinated Instrument Rating Program Series (CIRP), Series 2A—Combines ground school, simulator and dual flight instruction into a step by step learning progression. Introduces pilot to basic instrument scan and leads him through each phase of instrument flying, culminating in actual IFR cross-country flights. Perfect for the professional flight school.



DIAL APPROACH

A handy, pocket-size device permits instant programming of 610 simulators for IFR flights from, and approaches to, any ILS, ADF or LOC BC airport. Allows operator to program his own approaches before flying to an unfamiliar airport, and fly the approach on the 610.

More optional features...

OM/MM AUDIO

Reinforces the Marker Beacon lights. Provides the instructor and student with the realism and authenticity of entering the final approach segment of flight. Morse code dashes sound when passing over the outer and middle markers.

RADIO MAGNETIC INDICATOR (RMI)

With the flip of a switch, RMI provides the operator with either VOR or ADF capability, matching the sophistication of today's advanced navigational systems.

DIGITAL DME

This up-to-date instrument allows you to "go digital" and reap the benefits. Provides bright LED readout of DME mileage in place of needle presentation. DME information is relayed to the pilot immediately; it's easier to read, highly accurate and has increased range over needle presentation.

ILS/DME SELECTOR

Enables the DME to read distances from ILS stations. Trains today's pilot to interpret ILS/DME readouts that are normally available only at major metropolitan airports.



FLIGHT PLOTTER

Provides visible results of flying a flight plan, including enroute and approach segments. Difficulties are spotted and tangible evidence of improvement is seen from flight to flight. Instructors see the actual flight path of students and can act as controller to radar vector pilots back on course or to alternate destinations. Tracks the pilot's degree of competency in executing any IFR procedure. Two different measuring plotters allow navigational errors as small as 1° to be readily seen. (If an approved enclosure is added to your ATC-610, use of the flight plotter qualifies the ATC-610 for 100% of the allowable simulator training time under FAR Part 141. Charts can be submitted to the FAA as verification of flight time.)

**You'll be glad
you were
here first**



ATC-610 PERSONAL FLIGHT SIMULATOR

TRY BEFORE YOU BUY!

We'd like you to fly the 610 first. Your nearby ATC distributor will be happy to arrange a demonstration for you. Or see it in action at a flight school near you.

LIMITED WARRANTY

ATC-610 units are warranted to be free of defects in material and workmanship for a period of 90 days from date of purchase. During that period, ATC will repair any product which, in the judgment of ATC, has proven to be defective in material or workmanship within the warranty period.

SERVICE POLICY

Protect your investment year after year with our low-cost service policy, available for a nominal fee before the expiration of the 90-day warranty period.

The service policy is valid for an additional one-year period after the 90-day warranty period concludes and is renewable on a yearly basis thereafter. It covers parts, labor and return shipment to the customer. Service advisors are available by phone to pro-

DIMENSIONS	Width	Height	Depth	Weight
ATC-610 Simulator	29.1 in. 74.0 cm	21.3 in. 54.2 cm	17.1 in. 43.5 cm	
Rudder Pedal Unit	18.0 in. 45.7 cm	7.3 in. 18.4 cm	19.8 in. 50.2 cm	20 lb 9.1 kg
Flight Plotter	19.0 in. 48.3 cm	6.0 in. 15.2 cm	14.0 in. 35.6 cm	14.0 lb 6.4 kg
Power Requirement	115 V, 60 Hz standard. 230 V, 50 Hz available at no extra cost.			
SHIPPING INFORMATION	Weight	Volume		
ATC-610 Simulator	65 lb 29.5 kg	11 cu ft .31 m ³		
Rudder Pedal Unit	30 lb 13.6 kg	4 cu ft .11 m ³		
Flight Plotter	28 lb 12.7 kg	4 cu ft .11 m ³		

vide customer service in the event of a procedure or maintenance problem.

ATC SERVICE CENTERS

In the event of a difficulty with your 610, we advise you to contact ATC where our customer service representatives are available for discussion or to provide the name and address of the ATC service center most convenient to you.

Allowable Pilot Ground Trainer Time

	Minimum Hours	610 Hours
Part 61 Instrument Rating*	40	20
Part 61 Commercial Rating	250	50
Part 61 Instrument Currency	6 (6 app.)	3 (6 app.)
Part 61 Inst. Competency Check	—	All or part

*All of the instruction in the use of ADF and ILS systems may be received in an instrument ground trainer. That part of the practical test regarding ADF and ILS may be demonstrated in a ground trainer.

OTHER ATC FLIGHT SIMULATORS

ATC-710



The ATC-710 Professional Flight Simulator offers all the features and options of the ATC-610 in an FAA Part 141-approved enclosure.

The ATC-810 Twin Engine CPT/IFR Flight Simulator faithfully simulates all the IFR capabilities of a high performance turbo-charged twin. A natural for corporate, flight school and fleet operators.

ATC-810



ATC-112H



The ATC-112H Helicopter IFR Flight Simulator integrates into a single unit the panel, pilot's seat, rudder pedals, cyclic, collective and flight characteristics of a light-to-medium turbine powered helicopter.

Specifications subject to change without notice.



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